

WHAT IS CLAIMED IS:

1. A system for simultaneously generating two jet streams from two respective jet units from a single engine-driven driveshaft to provide a propulsive thrust for a jet boat comprising:

a) a water intake attachable to the hull of said jet boat, said intake having a first channel formed therein for delivering water to a respective one of said jet units, and a second channel for delivering water to a respective other of said jet units;

b) a transmission system operatively coupled to the driveshaft of the engine of said jet boat, said transmission system being operatively coupled to respective ones of said impellers of said jet units such that said jet units are simultaneously driven by the drive shaft of said engine, said transmission comprising:

i) a central pulley having a coupling formed thereon for connecting with said driveshaft;

ii) a first pulley being operatively coupled to an impeller of a respective one of said jet units, said first pulley having a belt operatively coupled to said central pulley; and

iii) a second pulley being operatively coupled to said other impeller of said jet units, said second pulley having a belt operatively coupled to said central pulley.

2. The system of Claim 1 wherein said device further comprises:

a) a housing positionable about said jet units for forming an encasement thereabout.

3. The system of Claim 3 further comprising a water intake cover attached to said housing and positionable over said water intake, said intake cover being operative to facilitate the uptake of water through said intake and into said jet units, respectively.

4. The system of Claim 1 wherein said channels of said intake are formed in a side-by-side configuration.

5. The system of Claim 1 wherein said system is formed as a retrofit for installation into an existing boat.

6. A system for simultaneously generating two jet streams from two respective jet units from a single engine-driven driveshaft to provide a propulsive thrust for a jet boat comprising:

a) a water intake attachable to the hull of said jet boat, said intake having a first channel formed therein for delivering water to a respective one of said jet units, and a second channel for delivering water to a respective other of said jet units;

b) a transmission system operatively coupled to the driveshaft of the engine of said jet boat, said transmission system being operatively coupled to respective ones of said impellers of said jet units such that said jet units are simultaneously driven by the drive shaft of said engine, said transmission comprising:

i) a central sprocket having a coupling formed thereon for connecting with said driveshaft;

ii) a first sprocket being operatively coupled to an impeller of a respective one of said jet units, said first sprocket having a chain operatively coupled to said central pulley; and

iii) a second sprocket being operatively coupled to said other impeller of said jet units, said second pulley having a chain operatively coupled to said central pulley.

7. The system of Claim 6 further comprising a water intake cover attached to said housing and positionable over said water intake, said intake cover being operative to facilitate the uptake of water through said intake and into said jet units, respectively.

8. The system of Claim 7 wherein said channels of said intake are formed in a side-by-side configuration.

9. The system of Claim 6 wherein said system is formed as a retrofit for installation into an existing boat.

10. A transmission system operatively coupled to the driveshaft of the engine of said jet boat, said transmission system being operatively coupled to respective ones of said impellers of said jet units such that said jet units are simultaneously driven by the drive shaft of said engine, said transmission comprising:

a) a central pulley having a coupling formed thereon for connecting with said driveshaft;

b) a first pulley being operatively coupled to an impeller of a respective one of said jet units, said first pulley having a belt operatively coupled to said central pulley; and

c) a second pulley being operatively coupled to said other impeller of said jet units, said second pulley having a belt operatively coupled to said central pulley.

11. A transmission system operatively coupled to the drive shaft of the engine of said jet boat, said transmission system being operatively coupled to respective ones of said impellers of said jet units such that said jet units are simultaneously driven by the drive shaft of said engine, said transmission comprising:

a) a central sprocket having a coupling formed thereon for connecting with said driveshaft;

b) a first sprocket being operatively coupled to an impeller of a respective one of said jet units, said first sprocket having a chain operatively coupled to said central pulley; and

c) a second sprocket being operatively coupled to said other impeller of said jet units, said second pulley having a chain operatively coupled to said central pulley.

12. The transmission system of Claim 10 wherein said central pulley and at least one side gear have dedicated sprockets substituted therefor and have a chain operatively coupled therewith.

14. The transmission system of Claim 11 wherein said central sprocket and at least one side sprocket have dedicated pulleys substituted therefor and have a belt operatively coupled therewith.

15. The system of Claim 1 wherein said central pulley, said first pulley, and said second pulley are operatively coupled to one another by a single belt.

16. The system of Claim 1 wherein said central pulley and said first pulley are coupled by a first belt and said central pulley and said second pulley are coupled by a second belt.

17. The system of Claim 6 wherein said central sprocket, said first sprocket, and said second sprocket are operatively coupled to one another by a single chain.

18. The system of Claim 6 wherein said central sprocket and said first sprocket are coupled by a first chain and said central sprocket and said second sprocket are coupled by a second chain.

19. The system of Claim 10 wherein said central pulley, said first pulley, and said second pulley are operatively coupled to one another by a single belt.

20. The system of Claim 10 wherein said central pulley and said first pulley are coupled by a first belt and said central pulley and said second pulley are coupled by a second belt.

21. The system of Claim 11 wherein said central sprocket, said first sprocket, and said second sprocket are operatively coupled to one another by a single chain.

22. The system of Claim 11 wherein said central sprocket and said first sprocket are coupled by a first chain and said central sprocket and said second sprocket are coupled by a second chain.